

Attachment 1

Draft Meeting Notes Bicycle and Pedestrian Task Force

MEETING DATE: September 27, 2017

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 1:00 p.m.

ATTENDANCE:

TASK FORCE MEMBERS OR ALTERNATES:

Tom Rickert, Kane Co. DOT, Chairman
Keith Privett, CDOT, Co-Chair
Emily Karry, LDOT
Lee Ann Prather, IDOT
Katie Knapp, City of Evanston
Pamela Sielski, Cook County Forest Preserve District
Ron Burke, Active Transportation Alliance
Jessica Ortega, DuPage Co. Forest Preserve
Ed Barsotti, Ride Illinois (on phone)
Sidney Kenyon, DuPage DOT
Karen Shinnars, PACE
Greg Piland, FHWA
Jason Meter, CTA
Patrick Knapp, Village of Schaumburg
Kevin Stanciel, RTA
Ryan Bigbie, KKCOM
Allison Buchwach, Metra
Allan Mellis, Citizen

ABSENT:

Randy Neufeld, SRAM Corp
Carlos Feliciano, IDOT
Gin Kilgore, Bike Winter / LIB
Dave Longo, IDNR
Representative, CNT

CMAP STAFF:

John O'Neal
Elizabeth Schuh
Jane Grover
Elizabeth Irvin
Heidy Persaud

OTHERS:

Cori Crawford, FPDWC (on phone)
Brian Hacker, RTA
John Donovan, FHWA

1.0 Introductions

Members and attendees introduced themselves.

2.0 Approval of the Minutes

A minor correction to the minutes (the date of the meeting) was proposed. *Motion for approval of the meeting notes, with the correction incorporated, was then made and seconded. The motion carried.*

3.0 Pedestrian and Bicycle Project Programming and Policy

3.1 ON TO 2050 – Preview Report

CMAP staff (Elizabeth Schuh) presented on the draft ON TO 2050 Preview Report, which was available for public comment from June 19–August 3. The Report introduces the three proposed cross-cutting principles for ON TO 2050 as well as its preliminary major recommendations. Ms. Schuh reviewed the principles, recommendations, and other contents of the Report, highlighting the changes made based on public and committee comments received. Ms. Schuh stated that the CMAP Board and MPO Policy Committee would be voting to approve the Preview Report at their October meetings.

Mr. Mellis pointed to CNT’s analysis of “transit deserts” and asked whether ON TO 2050 would address this issue. Ms. Schuh assured him that it would, stating that analysis have been done to better understand commute (and other travel) patterns, especially in areas where people have very long commutes. Analysis shows that they are actually going in all directions and to all parts of the region. This fact points not only to the need for expanded and improved transit but also for utilization of emerging technologies to improve travel options, since in many cases, buses may not work. Ms. Schuh directed Mr. Mellis to the CMAP report, “Transit Ridership Growth Analysis,” which seeks to determine the relative productivity of various investments and policies that could increase transit ridership, and the results of which will inform the recommended strategies and targets for ridership growth in the region in ON TO 2050. (This report is available at http://www.cmap.illinois.gov/documents/10180/0/Transit%20Ridership%20Growth%20Study_final.pdf/21bca990-9e7a-4af9-8ec1-6b8c8b11fd16.) Mr. Mellis then asked whether ON TO 2050 would call for prioritizing funding for transit; that is, will the actual funds follow the recommendations. Ms. Schuh replied that parity of funding will definitely be a goal of the plan, but reminded the Task Force that CMAP directly programs CMAQ and TAP funds only, and that all funding allocations are made in coordination with all transportation stakeholders. She then referred to a memo to the Transportation Committee covering the financial plan for transportation investments, saying that she would share a link to it (which she did:

<http://www.cmap.illinois.gov/documents/10180/695862/CmteMemo--ForecastGeneral09-05-2017.pdf/d313a68b-27e6-408d-b75e-e6233c1cbf90>.)

Mr. Mellis then asked if the Hyperloop would be considered in the plan. Ms. Schuh said that, at this point, it was not in the work that has been undertaken, such as the Emerging Transportation Technologies strategy paper (which the Task Force will hear about later in this meeting).

Mr. Kenyon asked if the underlying assumption of the plan will be that overall revenues, or available funds, will be reduced in the future. Ms. Schuh said that there are different forecasts for different revenue sources, but that overall funding will hold fairly steady or even increase slightly.

Mr. Burke stated that he hoped that CMAP's and ON TO 2050's strategies would include those to increase transit ridership and funding for transit. He asked if CMAP had gone back to evaluate past goals and progress in achieving them. Ms. Schuh said that we have tracked various indicators and that we have made progress on some and not on others, including, unfortunately, increasing the transit mode share. She added that she would be happy to share a forthcoming memo on transportation indicators when it is finished and, if wanted, to present on it at a future meeting. It will consider why we have to be able to achieve certain goals and objectives.

Mr. Mellis added that he thought that access, especially non-motorized access, to open space should be addressed in ON TO 2050. Ms. Schuh stated that it would be addressed, though on a regional scale, as is the case with the Walkability Index map, which the Task Force has seen. Mr. Mellis stated that he wished that architecture and historic preservation could also be included as topics in the plan.

3.2 ON TO 2050 – Summary of Alternative Futures Outreach

Beginning in April, CMAP outreach staff has conducted extensive engagement centered around five “Alternative Futures” for the region. The intent was both to educate the public about the types of issues the region must address through 2050 and to generate feedback on potential strategies. CMAP staff (Jane Grover) provided an initial summary of feedback collected through workshops, kiosks, and online engagement undertaken for the “Alternative Futures” initiative.

Ms. Grove began her presentation with the showing of a short video on “Walkable Communities.” This video is one of a series on all five “Alternative Futures,” created to explain the concepts addressed and to initiate discussion.

Mr. Mellis asked if affordable housing near transit had come up as an issue. Ms. Grover affirmed that a “balanced housing supply” had indeed been a major concern and goal brought up in public meetings and input. Mr. Mellis asked if the effects of climate change on infrastructure came up as a concern. Ms. Grover said, yes, but that CMAP questions and information had couched it in the phrase “extreme weather.” Mr. Meter asked whether, when expressing a desire for improved transit, the public had indicated that they desired greater coverage, more service, or better service – i.e. what kind of improvements were considered most important. Ms. Grover said all kinds of improvements had arisen as major concerns through the public outreach process. Ms. Ortega asked what methods were used for the outreach. Ms. Grover responded that surveys (both online and in-person), key pad polling, kiosks, workshops, panel discussions and other types of meetings were used. Mr. Burke asked if questions like “what would make your commute more walkable?” were asked in areas – to people who didn't live in walkable communities. Ms. Grover said that they had gone to all parts of the region, and even in those

types of areas, people had expressed a desire for walkability. Strategies for achieving this in different types of areas or contexts, however, would need to be developed.

3.3 ON TO 2050 – Strategy Paper: Emerging Transportation Technologies

Believing that improvements in technology have the potential to significantly change the region's transportation system, CMAP staff has drafted a transportation technology strategy on emerging transportation technologies and trends. This paper builds on the work of consultants (Cambridge Systematics) retained by CMAP to determine key emerging technologies and the most likely impacts of these technologies. Staff (Elizabeth Irvin) presented on this Paper and the major strategies identified in it.

The key emerging technologies addressed include the following:

- Connected Vehicles & Smart Infrastructure
- Automated Vehicles
- Shared Mobility
- Transportation Data and Goods Delivery
- Alternative Energy and Emissions Reduction Technology

The consultant work emphasized the uncertain trajectories of many emerging technologies, in terms of their “hype cycle.”

Potential strategies that emerged from the work include, in transportation:

- Direct transportation funding to innovative technology (e.g. Divvy, operations centers, alternative fuels, communications infrastructure)
- Build on transit strengths with technology, explore innovative solutions for difficult to serve markets
- Develop pricing and policy for AVs that:
 - Minimize VMT
 - Support the competitiveness of transit
- Ensure technology applications support

And in the realm of land use:

- Monitor changes in goods movement and better understand land use implications
- Further active transportation as a first/last mile solution through added bike/ped infrastructure
- Plan for development that can transition to more walkable format over time

Mr. Meter asked what strategies would “support the competitiveness of transit.” Ms. Irvin stated that an example would be to preserve and expand transit ROW. Mr. Privett said that one realm for new technologies might be to focus on inclusive communities and finding ways to tie technology to people. He added that high-speed rail and the Hyperloop might also be considered. Mr. Kenyon asked if consideration would be given to the commoditization of data. Ms. Irvin replied that, to date, this was not included but may be recognized as an emerging issue along with municipal approval processes for shared mobility. Mr. Burke praised CDOT and Divvy for making data easily available to the public.

4.0 Local and Regional Planning

4.1 Ride Illinois – Recent Projects, Programs, and Initiatives

Ed Barsotti, Chief Programs Officer of Ride Illinois, presented on recent programs, activities, and initiatives of his organization, including design review on upcoming IDOT District 1 projects, legislative initiatives, traffic safety grants to incorporate Ride Illinois' Bike Safety Quiz.

Mr. Barsotti began with a brief overview of his organization and stated that bicycle-friendly roads were their membership's number one priority. He stated that in pursuing or advocating for this goal, favorable (bike-friendly) design policies were seen as a key factor, but so were project-specific input and requests. On this front, Ride Illinois had begun to provide both responsive and proactive input on upcoming road projects, with the goal of providing realistic, implementable recommendations or requests. Mr. Barsotti reviewed their approach to providing this input and then went through several examples, grouped by the type of requests that were being made.

He also summarized their work, and the outcomes, on House Bill 1784, which was recently passed and provides that

- Cars may pass bikes in no-passing zone (i.e. when double yellow lines are present), with certain conditions:
 - Without exceeding speed limit
 - Bicyclist is going less than half of speed limit
 - When it is safe to do so
- It is legal to bicycle on roadway shoulders
- Option for rear taillight only (w/o reflector)

Finally he mentioned the work Ride Illinois will be doing with funding from IDOT's Injury Prevention Grant, which includes providing stipends to use www.bikesafetyquiz.com in schools, drivers' education classes, and in police departments.

Mr. Burke asked if Ride Illinois' focused on arterials, reminding the Task Force that 7.5% of roadway centerline miles in the Chicago metropolitan area were IDOT arterials, but 35% of all reported pedestrian and bicyclist crashes occurred on these roads. Ms. Sielski stated that the FPDCC was conducting crossing analysis at locations where trails crossed major roadways. Brian Hacker asked if the recommendations included treatments such as RRFBs. Mr. Barsotti said that, yes, in the right locations, that could be recommended.

4.2 DuPage County Bikeways and Trails Web-based App

(Note: This presentation replaced the presentation on The Big Jump project and e-Bikes)

In collaboration with the Forest Preserve District of DuPage County, the Division of Transportation and the GIS Division of DuPage County have created a user-friendly web-based trail mapping application that enables users to actively navigate the County's trail system. The new application provides the locations of regional trails and bikeways, restrooms, bicycle shops, parking lots, and much more. DuPage DOT staff, Sidney Kenyon, presented to the Task Force on the app, demonstrating its mode of use and various functions. The app's list of features includes:

- Trail names and mile markers
- Trail surface types
- Parking lot locations
- Restroom locations
- Rest area locations and information
- Information kiosks
- Popular destinations
- Where to find emergency assistance
- Navigation to any location
- Real-time trail alerts

The app can be found on the DuPage County's Bikeways and Trails website at www.dupageco.org/bikeways.

Mr. Mellis asked if the app had a way to report issues. Mr. Kenyon said yes, that the app linked to a DuPage platform (Citizen Reporter) for reporting issues, which automatically routed the report/issue to the appropriate agency. Ms. Prather pointed out the similarity in symbols used on the map for information signs and for trail closures.

5.0 Project Updates

Ms. Ortega informed the Task Force of the FPDDC ongoing public input for their Master Plan update, including upcoming stakeholder input meetings.

Mr. Burke announced the upcoming "Kickstand Classic" event in Bartlett.

Ms. Knapp informed the Task Force of ongoing work on Evanston's Sheridan Road protected bikeway project, the Main Street bicycle parking project (funded with a grant from the RTA), the Fountain Square project, which had experienced some delays, and the upcoming Bike the Ridge event.

6.0 Public Comment, Announcements, and Other Business

No comments.

7.0 2017 Meeting Dates (remaining)

The Chair reminded Task Force members and the public of the remaining 2017 meeting dates:

- Thursday, December 14, 2017 at 1:00 p.m

7.0 Adjournment: 3:00 PM